announced during the last three years is given below:

Year	Varietv	MSP (Rs./Qtl.)
1993-94	F-414/H-777	900
	H-4	1050
1994-95	F-414/H-717	1000
	H-4	1200
1995-96	F-414/H-777	1150
	H-4	1350

Rationalistation of DTC Services

399. SHRIMATI VEENA VERMA: SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE: Will the Minister of SURFACE TRANSPORT be pleased to state;

(a) whether it is a fact that private bus system in Delhi has been flourishing at the cost of Delhi Transport Corporation system;

(b) if so, DTC buses grounded as on March 31, 1996, March 31, 1995 and March 31, 1994 indicating their carrying capacity;

(c) whether it is fact that private buses are no substitute for DTC buses, in terms of various standards of maintenance structure and training of drivers and conductors, resulting in high rate of casulaties and toll of life taken thereby; and

(d) the steps taken to introduce and rationalise the DTC services?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) to (d): Is the fleet of DTC could not be augmented mainly on account of financial constraints and it was not possible for the DTC to meet the incressing demands of transportation in Delhi, Private Bus system in Delhi was introduced by Transport Department of Government of National Capital Territory of Delhi to supplement the DTC operations. Enforcement Wing of the Transport Department of the DTC of Delhi supervises the operation activities of these buses. In addition to this, the Police Department Personnel are also enforcing the traffic rules in regard to plying of these buses.Besides, the owner of bus plying under the stage carriage permits is also responsible to keep the bus neat and clean as per permit conditions. The route rationalisation of DTC is a continuous process. However, necessary modifications in route including extension, curtcilment, ois-continueance and also introduction of new route is resorted to by conducting proper surveys and analysing assigned to financial viability of the route and services are augmented depending upon the availability of funds. The details of DTC buses grounded as on 31st March, 1996, 31st March, 1995 and 31st March, 1994 indicating their carrying capacity are given in the enclosed statement.

Date	Total fleet strength of DTC buses	Buses on road	Held-up buses for major/minor repairs for want of tyres & others spare assys.	10% buses of total fleet are required daily for various stages of general preventive maintenances, break-down reparation for MVI & other docking etc. as recommended by vehicle manufacturer.	Passengers carried daily on an average during the year (in lakhs)
31-3-96	2770	164S	848	277	15.79
31-3-95	3450	2050	1082	348	17.43
31-3-94	3502	2900	252	350	24.39